in the same way, by the busy supervision of some neighbor who assures them what of some neighbor who assures them what is the thing to buy, even though they have laberlously read up all about them in Murray's bandbook, still their pletures are not so good for them as poorer ones might be. A genuine picture of a smiling baby, a good dog, a fine horse, a bunch of flowers, are worth the whole Vatican to such a family and it makes to such a family, and it is neither sorrow nor shame to say it.

Can there be but one sort of thing in this world? and is not a tuft of moss, in this world? and is not a tuft of moss, in its way, as good as an oak-tree? Is it any sin not to have been in Rome and lived, or any merit to have done so? If your neighbor is steeped to the lips in "high art," and so classical that his very chairs have ages of good authority for his patterns, let us not despise him therefor, and let him bot such and predominate over his weaker brother, who has got so far as a sincere admiration for the pretty things the Lord makes, when genuinely represented. "Hast thou faith? have it to thyself." Appland and glorify thy own colself." Applaud and glorify thy own col-lection with a full heart, but be gentle to thy next-door neighbor who eateth only

There are certain humble walks of art in which excellence consists simply in a faithful and truthful imitation of nature, in which the excellence is of a kind which common people become good judges. It takes very little artistic skil judges. It takes very little artistic skill or sense to judge whether a stalk of blue gentian is faithfully painted, or the copy of a bunch of apple-blossoms is true to the model of its great originals. A host of such simple inexpensive ornaments are given by Prang in his lithography. A bunch of apple-blossoms, a blue gentian, so represented as to excel average painting forms a charming domestic ornament. ing, forms a charming domestic ornament, unpretending, unambitious, and always beautiful. Never do our hearts cease to thrill when the time of year comes round for their fair originals to smile on us, and never can we lose the sense of beauty in their imitations.

It is one of the signs of the millenlum that real good art, correct and pure as far as it goes, is being made the inheritance of the million, as it is now being done by the chromo lithograph; and we have sympathy with the scornful style in which ome self important art critics have conlamned or ridiculed efforts that are bring ing beauty and pleasure to so many thous and homes that otherwise poverty would keep bare.

There are delicacies about the arrangebefit certain rooms of houses. As a gene-ral rule solemn and religious pictures should not be conspiculously placed in re-caption rooms, or parts of the house where the mere surface intercourse of life goes on! Albert Durer's exquisite engraving of It is Finished, representing the peace of death on the face of the crucified Redeemer, should not be suspended over the mantelpiece in a family sitting-room, but in a library, a boudoir, a chamber. To se who can bear at all that kind of rerest-the moment of saying, " It is fin-

Family portraits' seem an appropriate ornament for the walls of a dining-room. It is pleasant there to meet at meal-times the faces of the family group, whom death or absence may hold spart from us. Fruit, flower, and bird pieces seem also natural and cheerful subjects for what should be a room full of agreeable associations.

As to parlors, as a general rule they are about the worst place in which to hang any work of real merit, as light is a thing strictly prohibited, and curtains are the principal objects in the minds of all par-ties concerned. A good picture in a fash-ionable parlor is about as thoroughly hid-den and smothered as if it were behind an altar in a European cathedral, chiefly useobjects in the minds of all ful in being smoked with incense. We will recommend to every family to

aim to have at least one good picture somewhere, by some living artist. A couple of hundred dollars is often spent in small sums, five dollars at a time, in little ornaments and frames and captivating objects which are always breaking and being lost. The same two hundred, bravely invested in buying the first careful picture of a rising artist, may be a great help both ways—to the buyer and the artist; the artist whom it helps into notice; and the family, who gain a picture which become a standard and rallying-point for other pic tures .- Mrs. Stowe, in Atlantic Almana

Josh Billings on Milk.

I WANT to say something.

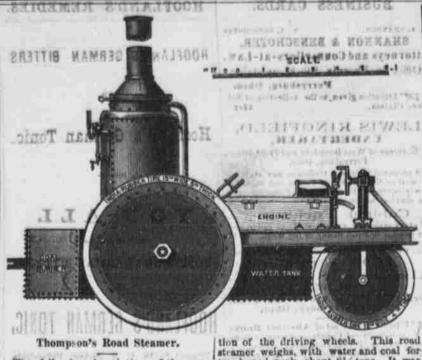
I want to say sumthing in reference to nilk as a fertilizer. There are various kinds ov milk. Ther iz sweet milk, sour milk, skim milk, butter allk, cow milk, and the milk of hu kindness, but the mostest best milk iz the milk that hazzant the most water in it. Butter milk izzent the best for butter. Milk is spontaneous and has done more

to encourage the growth of human folks than any other likwid.

Milk is lacteal; it is also acquatic, while under the patronage of the milk vender. inder the patronage of the milk vender. Milk is misterious. Cokernut milk has never been solved yet.

Milk iz also another name for human kindness. Milk and bread is a pleasant mixtur. Sometimes if milk iz aloud to stand too ng, a scum rises to the surface, which iz apt to scare folks that live in cities, but duzzent follow that the milk is nasty.

support life. The causes that produce congestion of the lungs are cold feet, tight clothing, costive bowels, sitting still until ber does not slip even on ice, as may be chilled after being warmed with labor or a rapid walk, going too suddenly from a close room into the air, especially after speaking, and sudden, depressing news peaking, and sudden, depressing news plated with a powerful road stammer which has been constructed for hauling wagons sudden death being known, an evidence of them may serve to lengther many valuable. them may serve to lengthen many valuable lives, which would otherwise be lost under the verdict of heart complaint. That dis-case is supposed to be inevitable and in-boiler 3 feet diameter by 71½ feet high. The engine is arranged by means of spur pains they would to avoid sudden death if they knew it lay in their power.



intended to haul twelve tons gross weight

midst of a great stream of ordinary traffic. The india rubber tyres are durable be-

In commenting on this new road steamer

When we recall the number of years

which have elapsed since the first applica-

tion of the power of steam, or even since its first application to logomotion, it seems

strange that it has not hitherto been made more generally available. We are still dependent almost entirely upon draught animals, which cat grain and hay whether

them, too, for the transportation of all

private carriages, and many a merchant

feeds a horse a year for the sake of a ser-vice which does not occupy sixty hours.

We are, in fact, compelled to use an engine which requires fuel to keep it in existence

as well as to work it. Hitherto all engines intended for com-

mon roads or fields have failed because of

the difficulty of adapting a solid, round wheel to a varying surface of various ma-

terials. When the road was rough and rocky the wheels would slip, and conse-

quently the vehicle would not move. On any road of ordinary roughness the force

tearing the wheels to pieces and tearing

the road to pieces that very little was left to move the load. The problem which seemed simple after the locomotive

the Western Railroad Gazette says :

Thompson's Road Steamer.

The following description of the new steam wagon for common roads was given in a paper read before the British Associ-ation by Prof. Archef. If contains a more up gradients of one in sixteen. It was found on trial that it was capable of doing complete description than those which a great deal more than the stipulated have appeared bitherto, and all informagoing up a very crooked and steep street in Edinburgh, viz., Cockburn street, with tion concerning an invention which prom-ises to be of especial value on the prairies

ises to be of especial value on the prairies of the Northwest, will be interesting:

This road steamer has wheels made of a material which at first sight does not look a very likely substance to stand the heavy work they are subjected to. The tyres are made of bands of vulcanized india-rubber, about 12 in. wide and 5 in. thick. Incredible as it may appear, this soft and elastic substance not only carries

in Edinburgh, viz., Cockburn street, with a wagon in tow weighing 2½ tons. This soft and elastic substance not only carries the great weight of the road steamer without injury, but they pass over newly broken road metal, broken flints, and all kinds of sharp things, without even leaving a mark on the india-rubber. They do and the road steamer for the holded with 51 tons of coals each, and the road steamer drew the whole four from New Battle to Leith over roads with and the road steamer drew the whole four not sink into the road in the least degree. from New Battle to Leith over roads with They pass over stones bying on the surface gradients rising one in sixteen in several They pass over stones lying on the surface without crushing them. Those soft and places. The total weight of coals was clastic tyres resemble in some degree the twenty-one tons; if to this the weight of feet of an elephant. Both the camel and the four wagons is added it makes a gross the elephant have very large soft cushions weight of thirty-two tons, and including

instead of hard hoofs, and no other animal can stand so much walking over hard
roads as they can accomplish.

The power required to propel the road
steamer is very much less than what would
be required if the tyres were hard and
rigid. They do not crush nor sink into
the roadway. The machine, as it were the roadway. The machine, as it were, floats along on the indis-rubber, and all the power used in crushing and grinding the stones under rigid tyres is entirely saved.

The india rubber tyres are durable beyond all conception, and they are not in the least affected by either heat, cold, or moisture. It might at first sight be supposed that it would take a great deal of power to propel a heavy carriage on soft tyres; but if the tyres are clastic as well as soft, the power used in compressing the tyre in front of the wheel is nearly all given back as the elastic tyre expands behind the wheel.

The india-rubber tyres require scarcely any more power to propel them over soft had roads or over loose gravel roads than on the best paved streets. The reason of this is quite obvious; they do not sink into roads; and do not grind down the stones in

the least degree.

Trials have been made at Leith by running the road steamer across a soft grass field, in which an ordinary steam carriage would certainly have sunk. The way it ran through the grass without even leav-ing a track, was very remarkable; but when it made for a part of the field which had just been covered with loose earth to the depth of 1 ft. or 2 ft., and ran straight across, the surprise of those present was great indeed. The weight of the road steamer is between four or five tons; and ligious representation, it may do a silent work in many a sad hour of life, and utter from the wall a prophecy that those who bravely endure shall come also to the final the track of the wheels without any exertion. It is quite clear that one of the great difficulties farmers had to contend with in using steam engines in ploughing run through any field, even when newly ploughed, without any difficulty. After various evolutions, showing the ability of

was made successful has yet baffled the inventive genius of the age.

The machine here described certainly the road steamer to run about where there were no roads, it passed out into the street, gives better promise than any of its pro-decessors. Indeed, it seems probable that it is the long sought solution of the proband, taking a large omnibus full of pas-sengers in tow, it proceeded up the Bon-nington road to Mesers, Gibson & Walkem; to find an engine which can be moved over any surface practicable for horses, and over any surface practicable for horses, and which can be economically applied to small loads as well as to large ones. If it is gradient of one in twenty. It was obvious that the road steamer was able to the execution in locomotion and in those mechanical operations do a great deal more than it had to do in this trial. The bite on the road is something marvelous, and the easy way in which it floated along on its soft and clastic trial that the road state of the road is something marvelous, and the easy way in which it floated along on its soft and clastic trial change produced by the steamboat and tic tyres was very curious. When riding on the road steamer the feeling is like the railroad. what would be experienced in driving over a smooth, soft grass lawn. There is

Nawhere in the world will such an invention be more valuable, and nowhere in absolutely no jarring at all. Thus the machinery is spared the severe trials aris-ing from the blows and jolts to which it is subjected when mounted on common wheels. There is, incredible as it may and the angles to be turned few—that is, on large and level fields. What should prevent the road steamer which Professor Archer describes from drawing behind it appear, no appearance of wear on the in-dia-rubber tyres. The original surface which the rubber had when it left the a gang of ploughs, turning up prairie soil for a breadth of six or eight feet, and in one day completing fifteen or twenty acres with the help of two men—work is high world. manufactory is still visible. The steamer which was the subject of the experiments had another specialty besides the wheels. It was fitted with a ver-tical boiler, which is one of the most ecowhich would require eight or ten men and at least twice as many horses as we work now? Why, too, should we not have minnomical steam generators yet produced. Externally the boiler looks very much ature engines of one, two or three horse like others of vertical construction; but internally it is entirely different. A glance at a sectional drawing of it will make its advantages apparent to practical men. Its powers may be illustrated by giving the result of a series of trials made in contrast with a common locomotive boiler, power, for the propulsion of private car-riages—horses which would need no food except a pint or two of petroleum, and that only at the time of the drive?

The economy of fuel over food cannot be too strongly insisted upon. With living organisms we are compelled to produce power daily whether we use it or not. Every farmer who has a stable full of horses "eating their heads off" all winter can appreciate this. water for each pound of coal; and the new boiler 4.98 lb. of water for a like ex-It is to be hoped that some of our large farmers will procure one of these engines penditure of fuel. In contrasting the heating surface the new boiler had a still greater superiority. With 63 ft. of heating and thoroughly test it. Both by saving the labor of horses and the labor of men they may be of the greatest value in the Northwest. If fully successful they would surface it evaporated 15% cubic feet of water per hour. The common vertical boiler, with 72 ft. of surface, evaporated 14 cubic feet of water per hour; and the locomotive boiler with 137 ft. of heating surface, evaporated 15 ft. of water per give an impulse to production which would in a short time make fruitful fields of our boundless prairies and fill the world with plenty.

with its truck between twelve and this truck per twelve and the proported to a scientific congress at Straschorr, Sixty-six cases of student deaths when a experiment has been tried in Europe and reported to a scientific congress at Straschorr, Sixty-six cases of student deaths where make the most perfect manner proported to a scientific congress at Straschorr, Sixty-six cases of student death where make the most perfect manner provided to the subject of a thorough power and the least sign of slipping two were found who hadded from disease of the least. The boller was drawn from the most perfect manner provided to a scientific congress at Straschorr, Sixty-six cases of subject of a thorough power and the most perfect manner provided to a subject of a thorough power and the most perfect manner provided to a subject of a thorough power and the most perfect manner provided to a subject of a thorough power and the provided to the most perfect manner there was not the least sign of slipping two were found who hadded from disease of the few the subject of the beart. Nine out of sixty-six had died from apophexy, while there were forty-six cases of congestion of the lungs—while the subject of a thorough power and the subject of the least. Nine out of sixty-six had died from apophexy, while there were forty-six cases of congestion of the lungs—while the subject of the least of the subject of the least of the lungs—while the subject of the least of the subject of the least of the subject of the lungs—while the subject of t

—The report of the Committee on Swine at the Hubbardston, Mass., Town Cattle Show was as follows:

"No swine to-day, not even one, We know not what it means; We hope that those who elight these shows
Will get no pork and beaus!
No swine to-day, oh, what a pity,
And five old men on the committee."

the island of Ceylon. This road steamer has two cylinders, each 714 inch diameter

farm and Mousehold.

Bees in Winter.

Bees in Winter.

If Awo colonies are to be united, it can be done mest easily by taking away the queen of one a week or mere before uniting them. We find bees never quarrel if one of the hives is queenless. A week after life queen is taken, put the frames best filled into one hive, shaking all the bees off the remaining combs, before the entrance, and put them away for another season, and the thing is done.

If bees are in box hives, we would not unite them until they are put into winter quarters: then it is only necessary to turn one hive bottom upwards and put the other on top of it. In a few days all the bees from the bottom hive will go up into the stores up there. We used often to make one good enfony out of two weak ones, in this way. It will be the case this season, we think, that many colonies will be strong in numbers, though with little honey. The early frost has put an end to hopes of these supplying their tack of well as a from four to six will be ready for use in from four to six will be ready for use in from four to six will be ready for use in from four to six will be ready for use in from four to six strong in numbers, though with little honey. The early frost has put an end to hopes of these supplying their isok of stores, but these are the colonies that will pay to feed. Give them some aid now, and keep one of the bee-feeders full of syrup near them all winter, and you will in the best article, but it is only half as productive as the Drumhesd and Flat Dutch.

Germantown Telegraph. terest. When there are abundant stores, but the bees are few, more bees may be given from a weak colony. Without a good cluster of bees they cannot protect themselves from cold. Bees die of cold more frequently than of starvation in this two hours' work, about 814 tons. It was

Examine your bees some morning after frosty night, and you can tell exactly how large the cluster is. Remember, however, that the bees decrease fast in numbers after rost comes. Some would have bees carried to winter quarters very soon after they cease to gather stores in the fall, and we are not sure but this may be the best way .- Mrs. Tupper, in Iona Home-

Sore Backs on Horses. A streng horse with a sore back is frequently shorn of half his strength. A sore back is usually the result of a miserable harness. Yet, in many instances, the back-band is made too short, or is buckled up too tight, so that the traces at the back-ban are raised above a direct line from the hames to the whiftle-tree. When this is the case, the back-band, when the horse draws, is pressed down with force on the back; and unless the pad is soft, or the harness be made with a patent back, a wound will be made, which will be difficult to heal, so long as the harness that made the wound is employed on the animal. When a horse has a sore back, and it seems necessary to keep him in the harness, let the back-band be removed entirely; or let it be lengthened, and fastened a few inches back of the wound. It will be very easy to determine whether a back-band is liable to injure the animal's back by observing, when he draws, whether the portion of the harness directly above the back is drawn down forcibly or is lifted clear from the back. A wound on the back of a horse is fre-quently irritated so long by the rough harness that it becomes almost in-quable. A fresh wound, if not kept bleeding by the rubbing of the harness, will heal perfectly in two or three weeks in warm weather without farms, to reap our fields, to plough our farms, to reap our fields, to move and operate nearly all farm machinery, and to transport the products of the farm to their primary market. We are dependent upon any other medicine than soapsuds. But an old wound that has tried to heal after

the scab has been rubbed off several times requires an application of burnt alum, sh." The best remedy is a preventive. The driver is the one on whom the blame should rest, for allowing a horse to have a sore back. If the harness is not right, let it be made right before a horse is required to work in it. It is barbarous to work an animal in a harness that will gall the flesh. Better cut an old collar and harness into fragments and bury the pieces beneath a grapevine than to con-tinue to use such fixtures as will wound a faithful beast of burden. Furthermore, when a sore back has been allowed to ulcerate, frequently discharging ichorous matter, one of the most efficacious reme-dies is, to bathe the wound for two successive hours in strong soapsuds every day, and after the bathing, wash the affected part with a solution of saltpetre and spirits of turpentine, prepared as follows: Put one quarter of a pound of saltpeire and half a pint of turpentine into a bottle; shake up well before using; apply to the wound three times a day with a feather And when the wound has assumed s healthful appearance and seems to be healing, this medicine may be discontinued. - Erchange.

Book-Farming.

THOSE who are opposed to book-farming are requested to read the following, and give us their opinion:

There was a farmer once who hesitated not to hurl all manner of invectives against book-farming and those who con-sulted books for advice. By long experithe world can such an invention be more easily employed than on the prairies of the Northwest. Such machinery is economically used where the grades are easy and fair, and highly productive. His trees were vigorous, well adjusted, and

profitable.
In conversation with a friend, he related his experience in raising grapes and trees, entering into the minutest details, sometimes, becoming quite eloquent when de-scribing his victories over the enemies which infest them.
"His knowledge," he said, "was gained by dint of application, by actual experience and hard labor. It was none of

your book knowledge, written by men who know nothing about farming."

"Well," said his friend, "if all this valuable information gained by assiduous labor and observation of so many years, and which you have so clearly described, were written out and published, which would you have a young and inexperienced man do—take this as he finds it

from your pen, or go through the same tedious process that you have gone through with, including all its vexations and losses ?" The question puzzled him, and he was silent for a moment; but was obliged at last to confess that, after all, there was much that was valuable in books, becaus combining and relating the results and experience of practical cultivators.

Mending a Rag Carpet.

way, weaving it in the rags with a darning needle. It is rather difficult getting the warp just right, unless you know how. Begin by putting in every alternate thread; this brings them all over and under the same rags, the first going over. Then commence and put in those skipped, taking every other one left the first time over, and so on until all are in. It is better to pull the warp out a little farther than it was burned, so that the knots may not all come in one piace. This is easier done when tacked on the floor than stany other time. It will be found rather trying at first, but all that is required to accomplish it satisfactorily is a little patience and perseverance. Where there are many holes it is better not to try to mend more than one or two at a time. ter to pull the warp out a little farther than it was burned, so that the knots may not all come in one piace. This is easier done when tacked on the floor than at any other time. It will be found rather trying at first, but all that is required to accomplish it satisfactorily is a little parties of where there are many holes it is better not to try to mend more than one or two at a time. But it decidedly pays on a new carpet. Where there are many lodge after she has tried it.—American must judge after she has tried it.—American form a first potators is worth \$800.

In the same way, being careful to dry it wells to dry it was burned, so that the knots may not all come in one piace. This is easier than it was burned, so that the knots may not all come in one piace. This is easier to all the carrier-pigeon would be of great piace things, but as one who firmly believes that things, but as one

Making Sauerkraut.

Out-Door Cellars.

THE practice of storing large quantities of vegetables in the cellar of a farm house, even if it is of sufficient capacity, is very pernicious. The process of decay which commences very soon after they are put in, generates poisonous gasses, which can but prove detrimental to the denizens of

the house.

The necessity of a good root cellar felt on all farms where roots are raised for the more economical keeping of stock, and nothing on a farm is more useful than such a cellar. A sandy hill side, where it can be found, is the most convenient location, and in such a place a cellar can be con tructed very cheap.

We believe that farmers would find such

a cellar to pay well, if for no other use than for the temporary storage of pota-toes. A man who has such a cellar in a side hill, where the potatoes can be lumped in from the upper side, can bid defiance to the weather, securing his crop as dug, to be afterwards barreled or loaded for market at his leisure. In no way can patatoes be harvested so rapidly as by oicking them up as dug, without sorting oading them into a cart, and hauling them at once to the cellar, to be afterwards sorted in weather unsuitable for out-door

Work.
If the market is unsatisfactory in the fall, the crop can remain until spring, and then be removed. If the cellar can be made near, or in connection with the barn so much the better, and we advise al armers who have not such a cellar already lose no time in constructing one.
Dig into the side hill, throwing the dir

a convenient place for banking; build he wall with stone, it handy; plank the sides or put up slabs. Make a strong roof of plank, that will hold earth enough to keep out the frost. Put in your roots, and if they are to be removed be fore winter, nothing more will need to be done. If they are to remain through winter, cover the roof with a foot of earth and straw, and all is safe.

It is an experiment worth trying, and one which, we think, no one will regret making .- American Farmer,

The Cattle Disease.

Now THAT the season of frosts has ar rived there is a cessation of this terrible disease, which has been so wide-spread and disastrous to our native stock. excitement in a measure is over and now is the time to take a calm and comprehe sive view of the whole matter, and adop some measures for protection which shall forever prevent a repetition of what we have had this and previous years.

As much as it was against the judgment and belief of many prominent men in this anything to do with the disease, we think that now, with the experience of the past year before them, there can be found none who doubt their being the cause, whatever the different views of the manner of the ommunication may be.
This matter settled, what shall be done

Shall-the prohibition laws remain on our statute books, to be broken as they have been the past two years? Or shall these laws be intelligently amended, so that what is done may be safely done? That foreign stock will come to this State in some shape seems to us certain, from the very fact that we are not pro

ducing, and cannot produce, the neces sary amount in our own State. Investi-gations show that not less than 100,000 head of Southwestern stock have come into our State this season, besides all that from the States immediately west of us. Our wants for home, eastern and packers uses are now from 250,000 to 300,000 head per year.

The cattle that have been markete

since the war have been at least a year too young to make the greatest profit from

them, and this will continue until the supply is equal to the demand.

From what has been seen in the past seasons, it is evident that at certain seasons of the year, cattle coming from par-ticular districts of the southwest, are imbued with latent principles of disease which by a change of dismate and the fatigue of journeys, are thrown off in such quantities as to endanger native stock.

The articular district is, or what the santicular district is, or what the santicular district is, or what the santicular district is a sufficient guide, and the birds instantly shape their course for it. The attachment are released to the santicular district is a sufficient guide, and the birds instantly shape their course for it. the precise nature of the food, or other inluences producing the disease, are not fuly known; but enough is known to lead o the belief that the district from which this infected stock comes is small, and that the time in which they can impart the malady is comparatively short after their leaving their native climate.

With the experience of the past and former seasons it seems certain that these cattle can be brought into the north with perfect safety late in the season, and that his time must be adopted, for handling them, if we expect to escape the disasters

of the past season.

The losses of the present year have been large, and fallen principally upon the poorer classes who can ill afford it, and we are glad to see that some of the large dealers are coming forward with praise-worthy liberality, and settling with those who have lost by their stock, and we regret that any are found who refuse all appeals and defy the losers. It would seem that policy alone would influence these dealers and carriers to some forward and liberally settle with the losers, and we trust all will do so without waiting legal

Our State laws need revision, as well as those of neighboring States equally inter-ested, and we are glad to see a call for a convention of State delegates to meet at Springfield, Ill., Dec. 1st, the object of which will be to fix on some uniform leg-islation to be adopted by all the States in-Unless some safe and uniform law gov-

erning the handling of this stock can be had, and in such shape that all will re-spect it, we are for entirely excluding all stock south of a fixed line of latitude, say 35 or 36 degrees, from entering our ders.—Prairie Farmer.

Keep the Feet Dry.

WE notice in our exchanges numerous recipes for making shoe-leather water proof, most of them compounds, involving considerable trouble in preparation and

CARRIER-PIGEONS.

HAVRE, France, Oct. 1, I trust you will not deem me flightly if I take up the subject of carrier pageods. Hut as this fabout is new attracting some attention in Europe, I have thought it would be interesting to say a few words on this be interesting to say a few words on this matter, which has been brought to my special attention by the sending of nearly a thousand of these birds from here last Sunday. The Egobas were sent by 764 from Brussels, atored away in square baskets containing each about thirty birds. All arrived in safety but in somewhat dirty 66 faltition. For three days they were kept on view at the Marine Exhibition, and at 9 o'clock on Sunday morning, with one grand flutter, they sailed off for their destination. The start had but a momentary interest, for sweeping wildly up into the strong currents of a southerly and autumnal gale they were seen lost to sight. Scarce three minutes elapsed after opening the cages before not a pigeon was seen. Subsequently I learned that about fifty, who were overpowered by the gale, or who did not know their way, lit on the house of our Consul here, and at Rouelle a lot also alighted. As it was, the leaders of the racers did not arrive at Brussels until after three o'clock in the afternoon, whereas if they had made their usual time they should have been in at a few minutes past one o'clock. These carriers belong to Belgian societies, who make a speciality of carrier-training more for past-time than

Carriers can and do often attain a space of 120 miles per hour, and when well trained never fail to make a straight course unless driven off by a hawk, when they are sometimes so confused as to less their way, and it may be days before they find it. Sir John Ross, the Arctic explorer, dispatched a pair of young pigeons on the 6th or 7th of October, 1850, from Assistance Bay, a little to the west of Welling-ton Sound, and on the 18th of October a pigeon made its appearance at the dovecote in Ayrahire, Scotland, from whence Sir John had taken them. The distance between the two places is about 2,000 miles. The dovecote was under repair at this time, and the pigeons belonging to it had been removed, but the servants of the house were struck with the appearance of the stranger. After a short stay it went to the pigeon-house of a neighbor-ing proprietor, where it was caught and sent back to the lady who originally owned it. She at once recognized it as one of those which she had given to Sir John Ross; but to put the matter to a test, it was carried to the pigeon house, when out of the many niches it directly went to the

one in which it had been hatched.

I am well acquainted with a gentleman, a resident of Connecticut, who was noted for the fine brood of carriers he kept. A negro servant in his employ sold one of his flock to a gentleman who resided in Canada. This transaction was unknown Canada. This transaction was unknown to the proprietor. One day he noticed his pet bird resting on the gable of the barn, and felt assured it had performed more and felt assured it had performed more the latter looks at his instruments, his sight than an ordinary journey, but the servants could not explain to him anything satisfactory. A few days afterward he re-ceived a letter from the Canada gentle-man, which stated that he had paid \$15 to the other gentleman's servant for a carrier-pigeon which had flown; and supposing that he would return home, wrote, asking him to forward the bird by

the first opportunity.

A few months afterward another of the flock was disposed of in a like manner, and the bird carried in safety to Albany. where, when thought to be sufficiently weaned and domesticated, it was let out into one of the rooms of the Stanwix Hall. Chancing to open a window, the bird took advantage and started for its old home in Connecticut, where it arrived in a few hours. The purchaser, having become very much attached to the bird, wrote for it, and in this manner the facts began to descend. Then the swooned were ascertained, as I have related them. marksman returned to consciousness, and During Webster's time, and on the occasion of one of his great speeches in Boston, some of the New York papers sent carrier-pigeons to your city to bring home the speech. As soon as delivered had been higher above the earth than and prepared, it was attached to the bird, and he was started. Unfortunately, he encountered a hawk, and after a deal of maneuvering, he succeeded in cluding his pursuer, and tired, exhausted, and having lost his way, he settled in the barn-yard of Judge —, who, attracted by the parcel he had on his legs, caught him, and, after reading the ancech strategy and the succession of the steersman, whose senses were failing him, and the air-ship, with its intensely rarified gas, would have been floating unattended, with two corpses, in the wide realms of space.—Once a Week. reading the speech, scarce delivered two hours, he took the bird to Bridgeport and

sent the speech forward to its destination. Before the day of telegraphs, the carrierpigeon was somewhat extensively used by the enterprising newspapers. If I am not the enterprising newspapers. If I am not mistaken, the New York Jaurnal of Commerce, Courier and Enquirer, and the Herald relied upon them for the transmission of certain kinds of news. Except by the meeting of hawks, they seldom, if ever, fail to go straight to their destination.

Naturalists have always been puzzled to account for the peculiar powers which en-able this bird to find its way home from

immense distances. The majority seem to agree that it is enabled to do this mainly by its strength of vision. The generally accepted theory is that at home the pig-eons are accustomed to mount to a very great height, and to perform at a lofty ele-vation circles constantly increasing in di-ameter; that when let loose at a moderate distance, say a hundred miles from home, they mount as usual, and with farshape their course for it. The attachment of the carrier-pigeon to its birth-place is well understood, and to this, in conjunction with its wonderful strength of vision, must be attributed the certainty of its flight homeward. When desired to perform longer journeys, so long that a glimpse of familiar landmarks is out of the question, they must be carefully trained and made acquainted with at least a part of the route which they have to pass part of the route which they have to pass over.

The carrier-pigeon is known by a large wart-like excrescence under each eye, ≥ hich increases in size as it grows older. At a certain age these must be pared down, or the bird cannot see directly shead. In color they are blue. A true blooded carrier-pigeon should not have a single white feather about him. I have heard some talk of training pigeous for the transmission of naval messages, so that in the event of a war, ships off the coast would have ready and almost sure communication with the shore. Hence communication with the shore. Hence, for example, a cruiser on our coast could have pigeons trained for Washington for the Navy Department dispatches, ethers for Boston, New York, Philadelphia and for Bostor, New York, Philadelphia and Hampton roads, and by this means the off-shore squadron or cruiser could give time-ly notice of the approach of an enemy or send for reinforcements or aid in one-hun-dredth of the time it would take if the vessel herself was obliged to go in. They might be a great auxiliary on our passen-ger steamers, and in event of an accident how readily the news might be sent and the location pointed out so that succor the location pointed out so that succor could be sent quickly and to the exact spot. It is certainly practicable and by no means costly. Suppose the China was disabled in lat 44.20, ion. 37.29 West. A York and one to Liverpool. Of course the papers would be apprised of the fact, and all the outgoing steamers from both sides the Atlantic would be steered as near to this spot as possible, and thus probably a valuable cargo of life and property would be rescued inside of four days. Whereas inder the present system we should wait

under the present system we should wait for days or even weeks in great anxiety to hear from the vessel.

In other cases it might be so that the vessel could only survive her injuries for a limited period, a time too short te admit of relief by the ordinary course of things. The carrier would here be worth his weight in diamonds. I throw out this suggestion not as a greenhorn in nautical

there is for pet carrier pigeons. Who will take the first step? He who will, will do his fellow beings and humanity a great benefit, and might be the humble instrument of saving thousands of lives upon the ocean. I Now then, a fact or two. First. We give an instance where a pigeon has flown 2,000 miles. That's two-thirds of the way from New York to Liverpool; say at the rate of 60 miles per hour, which the car-

central plain of England. It was inflated central plain of England. It was inflated with the lightest of gases which scientific skill could produce, and it arcse with amazing velocity. A mile up, and it entered a stratum of clouds more than a thousand feet thick. Emerging from this, the sun shone brightly on the air-ship; the sky over head was of the clearest and deepest blue, and below lay cloudland—an immeasurable expanse of cloud, whose surface looked as solid at that of the earth not wholly lost to view. Lofty mountains not wholly lost to view. Lofty mountains and deep, dark ravines, appeared below the peaks and sides of those cloud-mountains next the sun, glittered like snow, but casting shadows as black as if they were solid rock. Up rose the balloon with tremendous velocity. Four miles above earth a pigeon was let dropped down through the air as if it had been a stone. The air was too thin too enable it too fly. It was as if a bark lader to the deck were to pass from the heavy waters of the sea into an inland unsaline lake; the bark would sink at once in the thinner water. Up, up, still higher! What a slience profound! The heights of the sky were as still as the deepest depths of the ocean, where, as was found during the search for the lost Atlantic cable, the fine mad lies as unstirred from year to year, as the dust which imperceptibly gathers on the furniture of a deserted house. No sound, no life—only the brigh sunshine falling through a sky which it could not warm.

Up-five miles above earth!-higher than the inaccessible summit of Chimbo razo or Dawangiri. Despite the sunshine, everything freezes. The air grows too thin to support life, even for a few minutes. Two men only are in that adven-turous balloon—the one steering the air rometer that they are rising rapidly. A flask of brandy lies within a foot of him he tries to reach it, but his arms refuse to obey his will. He tries to call on his comrade, who has gone up into the ring above; a whisper in that deep allence would suffice-but no sound comes from his lips-he is voiceless. The steersman comes down into the car; he sees his com rade in a swoon, and feels his own senses failing him.

He saw at once that life and death hun upon a few moments. He seized or tried to seize the valve, in order to open it and to seize the valve, in order to open the let out the gas. His hands are purple with intense cold—they are paralyzed, they will not respond to his will. He seized the valve with his teeth, it opened a little—once, twice, thrice. The balloon little-once, twice, thrice. The balloon began to descend. Then the swooned

A Modern Samson.

In Dr. Alfred Booth's Reminiscences of Springfield, Mass., occurs the following account of Deacon Hitchcock: "Born in 1722, in the North Main street region, he removed, while a young man, into the east part of the town, now known as South Wilberham, married in 1743, and was the first deacon of the church there, was the first deacon of the church there, continuing in office many years. He is well remembered by the Hon. Oliver B. Morris, as occupying the deacon's seat at meetings, his whitened locks giving him quite a venerable appearance. During a long life he was of wonderful strength, agility and endurance, and had he lived. agility, and endurance, and had he lived in the palmy days of Greece, he would have been a worthy competitor, in the games of those days. It is related of him that on one occasion, a man riding by the field, where he was at work, and of the speed of his horse, was challenged by the deacon, who said he could run to Springfield quicker on foot than the horse with his rider could. The test resulted in the triumph of the deacon, distance ten miles, time not stated. He would lift a cart-load of hay by getting his shoulders under the axle, in a stooping posture, and throw an empty cart over with one hand by taking hold at the end of the axle-tree.

When leading grain in a cart he would When loading grain in a cart he would take a bag by the teeth, and with a swing and the aid of a push from the knee, throw it into the cart. He had double teeth in front, and would hold a tenpenny nail by them and break it off with his fingers. He used to say he did not know a man he could not whip or run away from. The to his wife that when they were first married he was wont to amuse her by taking down his hat with his toes, and added: wonder if I could do it now?' Thereupon he jumped from the floor, took off his hat with his toes, came down on his feet like a cat, hung up the hat on the nail, turned to the table, asked a blessing and ate of

the repast then ready.' THE other day a poorly clad urchin picked up a portmonnaic inadvertantly dropped by a richly dressed lady on a street in Buffalo, N. Y., and, running after her, apprised her of the loss. "Mercy me!" cried the lady, eagerly snatching the article, "there is over a hundred dollars in that portmonnaie!" and, forgetting all about that portmonnsie!" and, forgetting all about the honest-minded little chap, who stood shivering in his rags, she looked to assure herself that none of the money was miss-ing. Finding that all was right, she turned to go, when, happening to espy the lad, she carclessly tossed him an apple, saying: "Here, little boy, here is an apple for your honesty." honesty."

-There is a carrier of the New York Sun who has not missed carrying his route A single day in 17 years. His name is Abram Henderson, and his route lies in Williamsburgh and its vicinity. But the most interesting fact connected with Mr. Henderson's career as a carrier is, that he has made by his occupation the comfortable sum of \$100,000.

An Alexandria lady, who has been un well for some time past, a night or two since, in her sleep, wandered away from her

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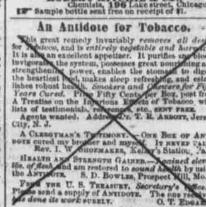


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